SAFETY ADVISOR

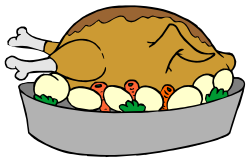
November 2005

The Navy Region, Mid-Atlantic Public Safety, Little Creek Safety Office publishes the Safety Advisor and widest dissemination within your organization is encouraged. Please post on official bulletin boards and route to your staff.

Holiday Travel

Have you planned your trip? Taking time to do this will help service members, commanders, and other leaders ensure drivers and vehicles are safe prior to departure and that the trip has been sufficiently planned (time, rest stops, alternate drivers, anticipated weather conditions) to get safely to the destination and back. Visit our link to traffic safety for tips to ensure your auto is ready for a trip along with licensing and insurance information. We also include tips on how the weather, fatigue, speed, alcohol and unscheduled delays can impact your holiday travel plans. The website provides a Driver's Risk Assessment to help supervisors and employees determine the persons risk level for a traffic mishap. http://www.nasoceana.navy.mil/safety/Training/TrafficSafety/TrafficSafety.htm Scroll down to "Other resources" and click on Travel Tips.

CPSC Issues Safety Tips for Turkey Fryers



WASHINGTON, D.C. - The U.S. Consumer Product Safety Commission is issuing safety tips for preventing fires and burns when using turkey fryers. Here are some of the hazard scenarios:

- Ignition of oil used with turkey fryers. This was often related to oil reaching excess temperatures or oil contacting the open flame of the fryer.
- Splashing of hot oil causing burns.

The majority of reported incidents occurred while the oil was being heated, prior to adding the turkey. Monitor the temperature of the oil closely. If **any smoke at all** is noticed coming from a heating pot of oil, the burner should be turned off immediately because the oil is overheated.

There is a risk of injury resulting from splashing due to the cooking of partially frozen meats. Thoroughly thaw and dry ALL meats before cooking in hot oil. CPSC staff recommends consumers who choose to fry turkeys follow the following safety guidelines:

- Keep fryer in FULL VIEW while burner is on.
- Place fryer in an open area AWAY from all walls, fences, or other structures.
- Never use IN, ON, or UNDER a garage, breezeway, carport, porch, or any structure that can catch fire.
- Raise and lower food SLOWLY to reduce splatter and avoid burns.
- COVER bare skin when adding or removing food.
- Check the oil temperature frequently.
- If oil begins to smoke, immediately turn gas supply OFF.
- If a fire occurs, immediately call 911. DO NOT attempt to extinguish fire with water.

For safest operation, CPSC staff recommends that consumers follow these guidelines as they prepare to use a turkey fryer:

- Make sure there is at least 2 feet of space between the liquid propane tank & fryer burner.
- Place liquid propane gas tank & fryer so that any wind blows the heat of the fryer away from the gas tank.
- Center the pot over the burner on the cooker.

- Completely thaw (USDA says 24 hours for every 4 to 5 pounds) and dry turkey before cooking. Partially frozen and/or wet turkeys can produce excessive hot oil splatter when added to the oil.
- Follow the manufacturer's instructions to determine the proper amount of oil to add. If those are not available:

    - Place turkey in pot
    - Fill with water until the turkey is covered by about 1/2 inch of water
    - Remove and dry turkey
    - Mark water level. Dump water, dry the pot, and fill with oil to the marked level.

Additional Cooking Tips from the Safety Office:

- Lids & handles can become extremely hot. Use well-insulated potholders or oven mitts when handling any part of the aluminum pot.
- Wear safety goggles to protect your eyes in case of oil spatter.
- Keep an ABC multi-purpose dry chemical fire extinguisher nearby. Never use water to extinguish a grease fire.

Join the Great American Smokeout — November 17th

If you smoke, join the millions of Americans who are expected to quit smoking for a day or longer as part of the Great American Smokeout on Thursday, November 17, 2005.

Quitting smoking is very difficult to accomplish on your own. For people thinking about quitting smoking, the Great American Smokeout is a nationally recognized event that challenges people to stop using tobacco and highlights the many effective ways to quit for good. The American Cancer Society (ACS) sponsors the annual event. According to ACS, research shows that smokers are most successful in kicking the habit permanently when they have some means of support such as nicotine replacement therapy, counseling, guide books, and the encouragement of friends and family members. It is important to remember that there is no right way to quit, but there are some key elements to quit smoking successfully notes ACS.

The following four factors are crucial:

- ❑ Making the decision to quit
- ❑ Setting a quit date and choosing a quit plan
- ❑ Dealing with withdrawal
- ❑ Maintenance or staying quit

The Centers for Disease Control & Prevention's Office on Smoking & Health offers very good reasons for quitting smoking:

- ❑ You will live longer and live better.
- ❑ Quitting will lower your chance of having a heart attack, stroke, or cancer.
- ❑ If you are pregnant, quitting smoking will improve your chances of having a healthy baby.
- ❑ The people you live with, especially your children, will be healthier.
- ❑ You will have extra money to spend on things other than cigarettes.

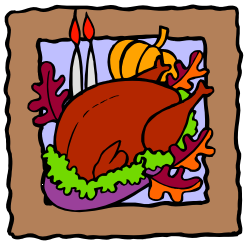
For more information and resources on how to quit, contact:

- ❑ American Cancer Society: "The Complete Guide to Quitting" (800) 227-2345 http://www.cancer.org/
- ❑ American Lung Association: (800) 586-4872
- ❑ "Freedom From Smoking® Online" program free at website http://www.lungusa.org/
- ❑ Office on Smoking & Health CDC National Center for Disease Prevention and Health Promotion
- ❑ "How to Quit Guides" (800) CDC-1311 http://www.cdc.gov/tobacco/

Safety Center

The Naval Safety Center November calendar is attached. Highlighted this month is an article on "Hazardous Materials User's Guide (HMUG).

Consumer guidelines from U.S. Department of Agriculture, Food Safety & Inspection Services; & U.S. Food and Drug Administration



Turkey Preparation

Follow these guidelines to prepare a turkey:

- Start early and thaw the turkey in the refrigerator or in a place where the air temperature is no higher than 40 degrees. A 20-pound turkey takes about two or three days to thaw completely.

- Be sure the turkey is thawed completely, until no ice appears in the inner cavity and the meat is soft. Be cautious: If the inner cavity is still frozen or even partially frozen when you put the turkey in the oven, the outside of the bird will be done before the inside, and the inside temperature will not be hot enough to destroy disease-causing bacteria.

- If you mix stuffing a day ahead, pre-mix only the dry ingredients. Mixing moist ingredients ahead of time offers the opportunity for bacteria to grow. It is safer to cook stuffing separately. However, if you do stuff the bird, do so just before cooking it. Stuff it loosely so the stuffing cooks thoroughly.

- Insert a meat thermometer into the center of the thickest part of the thigh, breast or stuffing. Temperatures should register 180 degrees F for turkey, 165 degrees F for stuffing and 170 degrees to 175 degrees F for boneless roasts.

- After the meal, immediately refrigerate leftovers such as meat, dressing, gravy or soups in small shallow containers. Letting these foods sit several hours at room temperature allows time for the growth of disease-bearing bacteria. Refrigerate stuffing and other items separately from the bird.

- It is important to serve leftovers either very cold (directly from the refrigerator) or very hot (at least 165 degrees F).

For more information on food safety, visit http://www.FoodSafety.gov

DUI Prevention Program

The Holiday Season is almost here and its arrival signals the beginning of holiday gatherings with families and friends. Now is the time to review your commands DUI Prevention Program. NABLC is working to implement a program similar to the Navy Alcohol & Drug Abuse (NADA) DUI Prevention Program which includes:

- ✓ Establish Navy Drug and Alcohol Advisory Council
- ✓ Initiate a mass media blitz
- ✓ Enhance DUI training and awareness
- ✓ Track DUI Program Performance
- ✓ Coordinate & Conduct Frequent unannounced safety & sobriety check points
- ✓ Engage MWR in developing and implementing DUI prevention programs

Alcohol Facts:

- ✓ Two of the leading factors associated with traffic fatalities are driving while under the influence of alcohol or other prescription/non-prescription drugs and fatigue
- ✓ Alcohol is a factor in approximately half of the traffic fatalities nationwide and approximately 30% of the Navy traffic fatalities
- ✓ Alcohol is a central nervous system depressant which is quickly and directly absorbed into the blood stream without being digested. The blood stream carries alcohol throughout the body and behavior is affected when alcohol reaches the brain
- ✓ No one can drink more than one drink and drive safely wihtin an hour of consuming it because alcohol firest affects your judgement and then your motor skills. The risk of motor vehicle crash increases as Blood Alcohol Concentration (BAC) increases.
- ✓ The proportion of alcohol to blood in the body is expressed as the Blood Alcohol Concentration (BAC), which is the percentage of alcohol in a deciliter of blood. 0.10 percent is equal to 0.10 grams per deciliter and 0.10% would be just over the current Virginia legal limit of 0.08%
- ✓ A standard drink is:
  - One 12 oz beer (12ox X 5% alcohol = 0.6 oz alcohol)
  - One 5 oz glass of wine (5 oz X 12% alcohol = 0.6 oz alcohol)
  - One 1.5 oz shot of whiskey (1.5 oz X 40% alcohol = 0.6 oz alcohol)
- ✓ Alcohol is oxidized by the liver and the human body can “burn up” approximately one half ounce of alcohol in an hour. This is a little less than one standard drink which is 0.6 oz.
- ✓ If you drink more alcohol than your liver can oxidize, the percentage of alcohol in your blood increases
- ✓ Time is the only thing that will sober you up. If you still have three or more standard dirnks in your system when you start to drive home, you are probably at or over the legal limit.
  - Note - women metabolize alcohol differently than men and may attain higher BAC’s from the same dose of alcohol. (They have different amounts of alcohol dehydrogenase to break down alcohol in the liver)

ORM Refresher

What is ORM?

ORM (Operational Risk Management) is a decision making tool- used by people at all levels to increase operational effectiveness by anticipating hazards and reducing the potential for loss, thereby increasing the probability of a successful mission. ORM is an effective tool for maintaining readiness in peacetime and success in combat because it helps conserve assets so they can be applied at the decisive time and place. ORM is not just a work center or shop function. Petty Officers

and individual Sailors make risk decisions everyday, and need to know how to manage risks. Force reductions make every Sailor and piece of equipment more critical to mission success. ORM process is proven to be mission supportive. We have a moral responsibility to protect our Sailors.

How ORM Works
ORM is a closed loop process of identifying and controlling hazards. It follows a 5-step sequence, is applied on one of three levels depending on the situation, and is guided by 4 principles.

Purpose of ORM
The purpose of ORM is to minimize risks to acceptable levels, proportional to mission accomplishment.

Goal Of ORM
The goal of ORM is to manage risk so the mission can be accomplished with the minimum amount of loss.

Benefits Of ORM
Applying the ORM process will reduce mishaps, lower injury and property damage costs, provide for more effective use of resources, improve training realism, effectiveness and improve readiness.

Origin Of ORM
The ORM concept grew out of ideas originally developed to improve safety in the development of new weapons, aircraft and space vehicles, and nuclear power. The US Army adopted Risk Management in 1991 to reduce training and combat losses.

Why ORM?
Because! Unnecessary losses are detrimental to operational capability! Unnecessary mishaps cause unnecessary losses every day in the Navy and Marine Corps. ORM will help reduce those losses.

Holiday Safety Training

With the holidays fast approching, we all want to be safe during these festive times. The Little Creek Safety Office can help. We can provide various types of holiday safety training for your personnel (i.e drinking and driving, winter driving, safety stand-downs ect.). To obtain this service, we need your quota's. Send us Your commands name, location you wish to have the training, the time and date, how many personnel you need trained, and the type of training you desire. Our POC is Ms. Kymm Beaver at 462-2199 or Mr. Dave Edwards at 462-2501.

Scheduled Safety Training

The following Training Classes are scheduled:

- Motorcycle Safety - 14-15 November 2005
  - For Registration form & procedures, visit our website at http://www.nasoceana.navy.mil/Safety/lc/Motorcycle/motorcycletrainingcourse.htm
- AAA Driver Improvement Program:
  - 30 November 2005
  - 28 December 2005
  - Classes are generally conducted at 0700 on the last Wednesday of each month or as requested.
  - To register call 462-2197 or 462-2199 or visit our web site at: http://www.nasoceana.navy.mil/Safety/lc/Traffic/dip.htm
- Explosives Driver Training – 29-30 November 2005
  - For registration and more information contact Mr. Leo Weatherspoon at leo.weatherspoon@navy.mil

Thanks to everyone who contributed to this month's Safety Advisor
We wish all of you a safe and Happy Thanksgiving Holiday

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NOVEMBER 2005

IMPORTANT DATES

NOVEMBER
Winter Safety Awareness
http://www.nws.noaa.gov/om/winter/

PHOTO CREDITS: *Aviation Support Equipment Technician Airman wears proper personnel protective equipment (PPE) while disposing of hazardous material (HM) aboard USS Kitty Hawk (CV 63). United States Navy photo by Photographer's Mate 3rd Class Lamel J. Hinton.*

HAZARDOUS MATERIALS USER'S GUIDE (HMUG)

Most mishaps involving hazardous materials (HM) are the result of human error—mislabeled materials, failure to wear proper personal protective equipment (PPE), or using the material for the wrong purpose. Many mishap reports related to HM indicate that the majority of the victims had failed to follow guidance information, particularly about PPE. The Hazardous Materials User's Guide (HMUG), OPNAV Instruction 5100.28, was developed as a supplement to Material Safety Data Sheets to provide Department of the Navy personnel, particularly the deckplate Sailor, with general safety information for HM commonly used on ships. The HMUG is a product of the Naval Safety Center working closely with the Naval Sea Systems Command, the Naval Supply Systems Command, the Navy Occupational Safety and Health and Environmental Training Center, and the Navy Environmental Health Center.

The HMUG provides generic risk assessment, compatibility information, control measures, safety precautions, health hazards, spill control, and disposal guidelines for 22 HM designations (e.g. adhesives, acids, greases, paints and solvents) grouped by common uses and properties. The Guide also provides a PPE shopping guide. Using the HMUG will help reduce the risk of injury and adverse health effects for Navy shipboard personnel. It is intended to be readily available and used in every shipboard and submarine work center.

SUCCESS STORIES

Chemical Risk Exposure Assessment
http://www.safetycenter.navy.mil/success/stories/0101.pdf

Hazardous Waste Rake Prevents Exposures
http://www.safetycenter.navy.mil/success/stories/0095.pdf

HAZWOPER Checklist Protects Site Workers
http://www.safetycenter.navy.mil/success/stories/0094.pdf

RESOURCES

OPNAVINST 5100.28, HMUG
http://www.safetycenter.navy.mil/afloat/default.htm

MCO P5100.8F
http://www.safetycenter.navy.mil/instructions/default.htm#osh

NAVSUP Pub 573/MCO4450.12, Storage & Handling of Hazardous Materials
http://www.dlaps.hq.dla.mil/i414511.pdf

OPNAVINST 5100.23G, Navy OSH Program Manual
http://www.safetycenter.navy.mil/instructions/osh/510023/default.htm

OPNAVINST 5100.19D, Navy OSH Program Manual Afloat
http://www.safetycenter.navy.mil/instructions/default.htm#osh

OPNAVINST 5090.1B, Environmental & Natural Resources Program Manual
http://www.safetycenter.navy.mil/instructions/default.htm#osh